

CHINA



MAIL.

Established February, 1845.
HONGKONG, TUESDAY, JULY 17, 1877.
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With which is incorporated The
HONGKONG, TUESDAY, JULY 17, 1877.

VOL. XXXIII. No. 4381. 號七十月七年七十七百八千一英

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ADAMS, 8, Clement's Lane,
Lombard Street, GEORGE STREET, 30,
CORNHILL, GORDON & GOTH, LUDGATE
CIRCUS, E. C. BATES, HENDY & CO.,
4, Old Jewry, E. C. SAMUEL DRAOON &
CO., 150 & 154, Leadenhall Street.

NEW YORK:—ANDREW WIND, 139, Nassau
Street.

AUSTRALIA, TASMANIA, AND NEW
ZEALAND:—GORDON & GOTH, Mel-
bourne and Sydney.

SAN FRANCISCO AND AMERICAN PORTS
generally:—BRAM & BLACK, San Fran-
cisco.

CHINA:—Sutton, QUELON & CAMPBELL,
Amoy, WILSON, NICHOLS & CO.,
Fuzhou, HEDDER & CO., Shanghai,
LANE, CRAWFORD & CO., and KENT
LAW, MANILA, C. HAINES & CO.,
Macao, L. A. DA GRAGA.

BANKS.

HONGKONG & SHANGHAI BANK-
ING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.
RESERVE FUND, 500,000 Dollars.

COURT OF DIRECTORS.

Chairman:—H. HOPKINS, Esq.

Deputy Chairman:—F. D. SALMON, Esq.

E. R. BELLIER, Esq. WILHELM REINERS,
W. H. FORBES, Esq. Esq.

Hon. W. KESWICK. Ed. TOBIN, Esq.

A. MOLVER, Esq.

CHINA MANAGER.

Hongkong, .. THOMAS JACKSON, Esq.

Shanghai, .. EWM CAMERON, Esq.

LONDON BANKERS.—London and County
Bank.

HONGKONG.

INTEREST ALLOWED

ON Current Deposit Accounts at the rate

of 1 per cent. per annum on the daily

balances.

On Fixed Deposits:—

For 3 months, 2 per cent. per annum.

" 6 " 4 per cent. " "

" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities,
and every description of Banking and
Exchange business transacted.

Drafts, granted on London, and the
chief Commercial places in Europe, India,
Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East.

Hongkong, March 23, 1876.

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

CAPITAL, £800,000.

RESERVE FUND, £110,000.

BANKERS.

THE BANK OF ENGLAND.

THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH IN HONG- KONG grants Credits on London and

the Chief Commercial places in Europe and

the East; buys and receives for collection

Bills of Exchange; and conducts all kinds

of Banking and Exchange Business.

Local Bills discounted, and Interest

allowed on Current Accounts and on De-

posits for fixed periods on terms which may

be ascertained on application.

For Sale.

AERATED WATERS,

IN

CODD'S PATENT GLASS STOP-

PERED BOTTLES.

FROM the 1st July, the Price of all

kinds of AERATED WATERS

will be only

FORTY CENTS Per Dozen.

SARSAPARILLA WATER,

75 Cents per Dozen.

ED. CHASTEL,

2, Wyndham Street, opposite the

HONGKONG CLUB.

Hongkong, June 30, 1877.

FOR SALE.

CUTLER, PALMER & Co.'s

Celebrated

Brands of WINES and SPIRITS.

Apply to

SIEMSEN & Co.

Hongkong, June 22, 1876.

NOW READY.

A CHINESE DICTIONARY IN THE

CANTONESE DIALECT. Part I.

A to K, with Introduction. Royal 8vo,

pp. 202.—By ERNEST JOHN EITZ, Ph.D.

Tubingen.

Price: Two DOLLARS AND A HALF.

To be had from Messrs LANE, CRAWFORD

& Co., Hongkong and Shanghai; and Messrs

KELLY & WALSH, Shanghai.

Hongkong, February 8, 1877.

Auctions.

PUBLIC AUCTION.

LANE, CRAWFORD & Co. have re-

ceived instructions to sell by

Public Auction, (if not previously dis-

posed of by Private Sale), on

SATURDAY,

the 21st July, 1877, at Noon,—

THE WOOD PADDLE STEAMER

"MINNA,"

as she now lies at East Point, opposite

Messrs JARDINE, MATHESON & Co.

Built 1873, Length 63 feet, Beam

9 feet, Mean Draft of Water 2½ feet,

Fitted with Two High Pressure Geared

Engines of 8 H. P. Nominal, Cylinders

6 inches diameter, Stroke 10 inches, and

6 inches diameter, adapted to Burn

Coal or Wood; Boiler, Engines, and

Hull, in good order.

Terms of Sale.—Cash before delivery

in Mexican Dollars weighed at 7.1.7.

The Lot with all faults and errors of

description to be at purchaser's risk on

the fall of the hammer.

For further Particulars, apply to

LANE, CRAWFORD & Co.,

Auctioneers.

Hongkong, July 16, 1877.

PUBLIC AUCTION.

THE Undersigned has received instruc-

tions from Mr J. McDONALD, to

sell by Public Auction, on

TUESDAY,

the 24th day of July, 1877, at 11

o'clock a.m., at the West Point Patent

Slip,—

The whole of the STOCK-IN-TRADE,

comprising:—

1 Large Self-acting Circular Saw, with

Planing Machine attached; Macdonald

& Co., makers.

1 General Joiner, with Tools; Mac-

donald & Co., makers.

1 Saw Sharpener.

1 Shafting and Pulleys.

1 Treadmill Turning Machine.

Hydraulic Pumps. Jack Screws.

1 Diving Dress.

Rubber and Rubber Belting.

Felt. Bellows. Drills.

Assorted Iron (Govan Best).

Steel. Copper Plates. Yellow Metal

Rods. Tubes. Taps and Dies. An-

vils.

Assorted Chains. Blacksmiths' Tools.

Moulding Sand.

3 Crab Winches.

&c. &c.

TERMS OF SALE.—Cash before delivery

in Mexican Dollars weighed at 7.1.7.

All Lots, with all faults and errors of

description, at purchaser's risk on the fall

of the hammer.

J. M. ARMSTRONG,

Auctioneer.

Hongkong, July 11, 1877.

PUBLIC AUCTION.

THE Undersigned has received instruc-

tions from W. H. MOSSOP, Esq.,

Marshal of the Vice-Admiralty Court of

Hongkong, to sell by Public Auction, on

THURSDAY,

the 26th day of July, 1877, at 11 o'clock

a.m., at the Sales Rooms of the Under-

signed,—

The American Barkentine

"ROSINA,"

Of 406 Tons Register or thereabouts,

as she now lies in the Harbour of Hong-

kong, with Two Suits of Working

SAILS, One Suit NEW SAILS, 1,500

superficial feet LUMBER, PRO-

VISIONS, CHAINS, ANCHORS,

BOATS, and all her Appurtenances.

The Vessel was Remotally and Re-

paired in New York, in December, 1874,

and there classed "A1" for Four Years

in American Lloyd's. She was again Re-

metalled and Repaired at MELBOURNE,

in November, 1876, at a Cost of about

\$1,000 and supplied with the New Suit

\$1,000 and supplied with the New Suit

of Sails referred to at a Cost of over \$200,

and was then certified by the Surveyor

to the Merchant Shipping and Under-

writers Association Limited, as being fit

to Carry Dry and Perishable Cargo to

any part of the World. She Carries

800 tons of Coals or 800 tons Light

Bulk on 14 feet Draft. She is a fast

Sailing Vessel, and is in Complete Order

for Sea on the shortest notice.

She has Four BOW TIMBER

PORTS, two in the Lower Hold 32 x 82

inches, and two in the Tween Decks

40 x 28 inches.

For further Particulars and Inventory,

apply to the Undersigned.

Terms of Sale.—Cash on the fall of

the hammer in Mexican Dollars weighed

at 7.1.7.

The Vessel to be at purchaser's risk

on the fall of the hammer.

J. M. ARMSTRONG,

Government Auctioneer.

Hongkong, July 12, 1877.

Insurance.

THE NORTH-CHINA INSURANCE CO.

SUBSCRIBED CAPITAL—Taels Two Million,

in 1,000 shares of Taels 2,000 each.

PAID UP CAPITAL—Taels Six Hundred

Thousand, or Taels 600 per share.

PROVISIONAL COMMITTEE.

F. H. BELL, Esq. (Messrs Adamson, Bell & Co.)

M. S. GURRAY, Esq. (Messrs David Sassoon,

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& Co.)

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& Co.)

HEAD OFFICE—SHANGHAI.

Secretary—HERBERT S. MORRIS, Esq.

BANKERS.

HONGKONG & SHANGHAI BANKING CORPORATION,

BRANCHES.

LONDON (25, Cornhill, E.C.), HONGKONG,

YOKOHAMA,

A G E N T S.

At the principal ports in the East and Australian

Colonies.

THE Company will be constituted on

the 1st January, 1878, as a per-

manent Marine Insurance Company, to

carry on the business (established in 1869)

of the NORTH CHINA INSURANCE COMPANY,

1876-1877.

A Reserve Fund will be formed of Taels

400,000, by setting aside a portion of the

profits at such times and in such sums as

the Shareholders shall decide.

The net profits of the Company for each

year will be divided amongst the Share-

holders, in the following manner:—a por-

tion of one-third over the Shares, a por-

tion of one-third being set aside for the for-

mation of a Reserve Fund as above stated.

Two-thirds as a return to Contributors

(being Shareholders), in proportion to

the Premiums paid or induced by them.

A revision of the Share List will take

place at the end of every three years, and

for this purpose power will be given to the

Directors by the Deed of Settlement to

withdraw all or any of the Shares held by Share-

holders who have not contributed Premium

or whose contributions during the preced-

ing three years have not been in proportion

to the number of Shares held.

Shareholders retiring from the Company

in pursuance of the above regulation, will

be notified at least three months prior to

the date fixed for any such revision of the

Share List, and will have the option of dis-

posing of their Shares in either of the

following ways:—

They will be at liberty at any time after

receipt of notice of withdrawal, to sell

prior to the date of revision, to sell

their Shares to any person approved

by the Company and accepted as the

transferee; or

Upon surrendering their scrip certificate

for cancellation at the time of such

revision, and pursuant to notice, will

receive a return of the Capital paid up

thereon; and so soon after as the

financial position of the Company up

to the date of the revision can be ascer-

tained and the accounts adjusted, they

shall also receive a pro-rata share of

the Reserve Fund, if any accumulated,

together with such proportion of the

unappropriated profits as may be found

due to them.

NOTICE IS HEREBY GIVEN,

Intimations.

W. BALL,
CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS,
DRUGGISTS' SUPPLIES, TOILET
REQUISITES, PATENT MEDI-
CINES AND PERFUMES.

Prescriptions Dispensed with Carefulness,
and Prompt Attention.

PRAYA WEST, HONGKONG,
Near the Canton Steamer's Wharf,
Hongkong, July 13, 1876.

AFONG,
PHOTOGRAPHER,

by appointment, to
H. E. SIR ARTHUR KENNEDY,
GOVERNOR OF HONGKONG;

and to
H. I. H. THE GRAND DUKE ALEXIS
OF RUSSIA,

Wyndham Street, formerly ATHLETIC CLUB.

AS on hand the Largest and Best
collection of Views of China, Pho-
tographic Albums, Frames, Cases, &c., of
assorted sizes. Ex S. S. Radnorshire a
supply of very handsome Esal Albums of
Russia and Velvet Covers, assorted sizes.
Illuminated Albums for Portraits. Tobacco
Pouches, in Shape of Skulls, Rats, &c.,
and a nice choice of Gilt Mountings for
Frames, &c.

Hongkong, March 28, 1877.

NOTICE.

MRS. G. B. FALCONER, Widow and
Administratrix of the late G. B.
FALCONER (sole and only Partner of the
Firm of GEORGE FALCONER & Co., Watch
Manufacturers, Jewellers, &c., &c., Hong-
kong), and Mr. MATTHEW FALCONER,
Brother of the Deceased, beg respectfully
to intimate that they have agreed to CON-
TINUE the BUSINESS so long carried on
by the late Mr. FALCONER.

In making this announcement, they have
pleasure in stating that they have made
such arrangements that the efficiency and
high reputation formerly enjoyed by the
Firm, will be maintained in its entirety in
all its branches.

The Stock, as hitherto, will consist of
EVERY ARTICLE of the BEST QUALITY and
WORKMANSHIP, and they have to be favour-
ed with a continuance of that patronage
which was so liberally extended to the late
Mr. FALCONER, and in soliciting such, no
efforts will be wanting to inspire that con-
fidence on the part of their Customers
which was so marked a feature in the
Business as formerly conducted.

The Business will be carried on in the old
Premises under the same Name and Style
as hitherto, viz.,
GEORGE FALCONER & Co.

Hongkong, July 2, 1877.

KWONG HING CHEUNG & Co.,
COAL MERCHANTS.

Have always on hand for Sale every
description of COAL at Moderate Prices.
Mr. ARYON has been appointed Manager,
and all Orders addressed to him at 57,
Praya, or to Mr. FAR JACK, at 30, Hing
Lung Street, will receive immediate atten-
tion.

Hongkong, March 10, 1877.

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for any
Debt contracted by the Officers or Crew
of the following Vessels, during their stay
in Hongkong Harbour:—

MARCELLUS, American ship, Capt. John
C. Dawes.—Douglas Laprak & Co.

LEADING WIND, American ship, Captain
P. M. Hinkley.—Meyer & Co.

LOUISA, German 3-m. schooner, Captain
H. Schierloh.—E. Schellbach & Co.

JALO, Russian ship, Capt. O. F. Moberg.
—Order.

ANNIE S. HALL, American 3-m. schooner,
Captain C. H. Nelson.—Douglas Laprak
& Co.

ENID, British bark, Captain Brathwaite.
—Arnhold, Karberg & Co.

ALPHINGTON, British barque, Captain G.
Cunningham.—Wieler & Co.

Notices to Consignees.

BRITISH BARK ENID, FROM
LONDON.

CONSIGNEES of Cargo by the above-
named Vessel are hereby requested to
send in their Bills of Lading to the Under-
signed for counter-signature, and to take im-
mediate delivery of their Goods.

Cargo impeding the discharge of the
Vessel will be landed and stored at Con-
signees' risk and expense.

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, July 7, 1877.

COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo
are requested to send in their Bills of
Lading to the Underigned for counter-
signature, and take immediate delivery.
This Cargo has been landed and stored at
their risk and expense.

No Fire Insurance has been effected.

H. de POUY,
Agent.

Es "Pai Ho."
J. G. No. 1, 1 case Books, from Marsailles.
Remedios & Co.,

C. F. G. No. 20, 1 case do. do.
Samples, Order,...

C. G.
M (in triangle) 60 bags from Galle.
Y B Ginger, Order,...

A R 1 bale Cotton, Order, do. do.
N (in diamond) 11 bales from Saigon.
Sundries, Sun Ly, do. do.

K Y 6 pkgs. Sundries, do. do.
Gyantal, do. do.

T T 15 pkgs. Medicines, do. do.
H T, do. do.
Hongkong, July 14, 1877.

Notices to Consignees.

NOTICE TO CONSIGNEES.

P. & O. S. N. Co.'s S. S. NEPUER AND
MIRZAPORE.

CONSIGNEES of Cargo by the above-
named Vessel, from London, Bombay
and Intermediate Ports, and in connection
with the Steamer HYDASPES from Cal-
cutta, are hereby notified that their Goods
are being landed and stored at West Point,
whence delivery can be obtained from this
date.

Goods not delivered by the 19th July
will be subject to rent.

ADAM LIND,
Superintendent.

Hongkong, July 13, 1877.

To-day's Advertisements.

BRITISH BARK MARS, FROM
KURRACHEE.

CONSIGNEES of Cargo by the above-
named Vessel are hereby requested to
send in their Bills of Lading to the Under-
signed for counter-signature, and to take im-
mediate delivery of their Goods.

Cargo impeding the discharge of the
Vessel will be landed and stored at Con-
signees' risk and expense.

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, July 17, 1877.

FROM BOMBAY AND SINGAPORE.

THE S. S. King Richard, having arrived
from the above Ports, Consignees of
Cargo by her are requested to send in their
Bills of Lading to the Underigned for counter-
signature, and to take immediate
delivery of their Goods.

Cargo impeding her discharge will be at
once landed and stored at Consignees' risk
and expense.

Consignees of Opium are requested to
take delivery from the Boats alongside the
Ice House Street Wharf, otherwise the
Drug will be stored by the Underigned at
Consignees' risk, unprotected by Fire In-
surance.

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, July 17, 1877.

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL

and
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES
AND
ATLANTIC STEAMERS.

THE S. S. "OCEANIC" will be de-
spatched for San Francisco, Yokohama, and
Yokohama, on TUESDAY, the 7th August, at
3 p.m., taking Cargo and Passengers for
Japan, the United States and Europe.
Connection is made at Yokohama, with
Steamers from Shanghai.

Freight will be received on Board until
4 p.m. of the 6th Proximo. PARCEL
PAKAGES will be received at the Office
until 5 p.m. same day: all Parcel Packages
should be marked to address in full; value
of same is required.

Return Passage Tickets available for 6
months are issued at a reduction of 20 per
cent. on regular rates.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, July 17, 1877.

SHIPPING.

ARRIVALS.

July 16, 8 p.m., Starlight, Siamese brig,
330, K. Wachtelbrenner, Bangkok July 8,
Rice.—CHINESE.

July 16, 8 30 p.m., Young Siam, Siamese
ship, 701, Th. Benedictson, Bangkok July 3,
Rice.—KIN TSE LOONG.

July 16, 9 p.m., Norseman, Siamese ship,
711, H. Isak, Bangkok July 4, General.—
CHINESE.

July 17, F. H. Drees, German barque,
623, W. Vorsatz, Cardiff April 4, Coal.—
ORDER.

July 17, Thingalla, Danish steamer,
1877, B. P. Mosen, Saigon July 13, Rice.
—LANDSTEIN & Co.

July 17, Springfield, American ship, 1043,
Geo. H. Pearl, Cardiff March 26, Coal.—
P. & O. S. N. Co.

July 17, Tintern Abbey, British steamer,
755, Tindale, Bangkok July 8, Rice and
General.—STERNER & Co.

July 17, Victoria, British barque, 678,
W. D. Trimble, Swansea March 19, Coal.
—J. G. LINDSEY.

July 17, Fuyew, Chinese steamer, from
Canton.

July 17, Glamorganshire, British barque,
456, McEachum, Bangkok July 7, Rice and
Teak-wood.—CHINESE.

July 17, Merer, British barque, 628, R.
G. Robertson, Kurrachee June 7, Cotton.
—GIBB, LIVINGSTON & Co.

July 17, King Richard, British steamer,
1183, G. Nelson, Singapore July 11, General.
—E. D. SASSOON & Co.

July 17, Zumbango, Spanish steamer,
831, Aranguren, Cooctown June 28, and
Manila July 14, General.—ORDER.

July 17, B.M.S. Maggie, 774, Herbt. J.
G. Garbaly, Canton July 17.

DEPARTURES.

July 16, Bonita (Ger. sch.), for Halphong,
17, Chinamun, for Bangkok.

17, H.M.S. Curlew, for Manila.

17, Belled Will, for Shanghai.

17, Roderick Hay, for Tientsin.

17, Ningpo, for Shanghai.

17, Garbo, for Yokohama and San
Francisco.

DEPARTURES.

July 17, Patroclus, for Shanghai.
17, Fenrith, for Manila.
17, Evening Star, for Lachkowera
(Cochin-China).

CLEARED.

Foochow, for Swatow and Amoy.
Morgo, for Nagasaki.
Fuyew, for Shanghai.
Coringa, for Nagasaki.
Carl, for Whampoa.
Yangtze, for Canton.
Douglas, for Coast Ports.

PASSENGERS.

ARRIVED.

Per Thingalla, from Saigon, Mr. Munz,
and 70 Chinese.

Per Starlight, from Bangkok, Capt.
Colberg.

Per Young Siam, from Bangkok, 10 Chi-
nese.

Per Glamorganshire, from Bangkok, 4
Chinese.

Per King Richard, from Singapore, 33
Chinese.

DEPARTED.

Per Gaelic, for Yokohama, 2 Chinese.
For San Francisco, Ident. Col. L. F. Hall,
R.A., 2 Europeans, and 355 Chinese.

Per Patroclus, for Shanghai, Mr. S.
Rangel, and 20 Chinese.

Per Bonita, for Halphong, 10 Chinese.

Per Ningpo, for Shanghai, 70 Chinese.

Per Evening Star, for Lachkowera, 6
Chinese.

TO DEPART.

Per Foochow, for Swatow and Amoy, 390
Chinese.

Per Fuyew, for Shanghai, 40 Chinese.

Per Coringa, for Nagasaki, 2 Chinese.

Per Douglas, for Coast Ports, 150 Chi-
nese.

SHIPPING REPORTS.

The Siamese brig Starlight reports: Left
Bangkok the 3rd of July. Had fine
weather and light wind throughout.

The Siamese ship Young Siam reports:
Pleasant weather throughout till in the
vicinity of Hongkong, then squally and
rainy to arrival.

The Siamese ship Norseman reports:
Light winds and fine weather throughout.

The American ship Springfield reports:
Light steady breeze up the China seas.
Passed Anjer June 30th.

The British steamer Tintern Abbey re-
ports: Fine weather throughout the
passage.

The British barque Glamorganshire re-
ports: Fine weather throughout with oc-
casional squalls.

The British barque Merer reports: On
the 4th July, spoke the Twilight from Kur-
rachee bound to Hongkong.

The British steamer King Richard re-
ports: Moderate winds from South to
S.W. with fine weather and smooth water
throughout.

The Spanish steamer Zumbango reports:
Fine weather throughout the passage—14
days' steaming from Cooctown to Hong-
kong. Had one death on board, Mr. Mur-
ray, late 2nd Engineer of S. S. Gunga.

CARGO.

Per Cathay, sailed 14th July, 1877:—
For London: from Shanghai, 2,703 boxes,
1,449 half-chests and 4 chests Tea, and
212 bales Raw Silk; from Kiangsu, 657
half-chests Tea; from Hankow, 5,841 half-
chests and 1,238 chests Tea; from
301 half-chests Amoy Oolong (12,397 lbs.);
from Macao, 972 boxes Scented Or. Pekoe
(20,412 lbs.); from Canton, 3,957 boxes S.
Or. Pekoe (74,947 lbs.), 10,461 boxes S.
Or. Pekoe (219,127 lbs.), 255 boxes Congou
(6,100 lbs.), 120 bales Raw Silk, and 3
cases Silk Piece Goods; from Japan, 114
bales Raw Silk. For Continent: from Can-
ton, 90 bales Raw Silk; from Shanghai, 47
bales Raw Silk, and 10 bales Waste Silk;
from Japan, 45 bales Raw Silk. For Bos-
ton: from Shanghai, 1,332 boxes and 2,175
half-chests Tea.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For SWATOW, AMOY & FOOCHOW.—
Per DOUGLAS, at 11.30 a.m. To-mor-
row, the 18th inst.

For SHANGHAI.—
Per FUYEW, at 3.30 p.m. To-morrow,
the 18th inst.

For HOIHOW AND HAIPHONG.—
Per YOTUNG, at 5 p.m., on Wednes-
day, the 18th inst.

For MANILA.—
Per ESMERALDA, at 11.30 a.m., on
Thursday, the 19th inst.

For YOKOHAMA.—
Per MONTGOMERYSHIRE, at 4.30
p.m., on Thursday, the 19th inst.

For SAIGON.—
Per AMBOTO, at 5 p.m., on Thursday,
the 19th inst.

MAILS BY THE FRENCH PACKER.

The French Contract Packet ANADYR,
will be despatched from Hongkong on
SATURDAY, the 21st instant,
with Mails to and through the
United Kingdom and Europe, via
Marseilles; to Saigon, Singapore,
Batavia, Galle, Pondicherry, Ma-
dras, Calcutta, Bombay, Aden, Suez,
and Alexandria.

The following will be the hours of closing
the Mails, &c.:—

Friday, 20th instant.—
5 p.m., Money Order Office closes. Post
Office closes except the Night Box,
which remains open all night.

Saturday, 21st instant.—
7 a.m., Post Office opens for sale of
Stamps, Registry of Letters, and
Posting of all correspondence.

10 a.m., Registry of Letters ceases.

11 a.m., Post Office closes except for Late
Letters.

11.10 a.m., Letters (but Letters only)
may be posted on payment of a
Late Fee of 18 cents extra postage,
until

11.30 a.m., when the Post Office Closes
entirely.

Hongkong, July 4, 1877.

General Memoranda.

THURSDAY, July 19:—
Noon.—Esmeralda leaves for Manila.
Goods per Nepal and Mirapora undeliv-
ered after this date subject to rent.

FRIDAY, July 20:—
Noon.—General Weekly Sale by Messrs
Lane, Crawford & Co.

SATURDAY, July 21:—
Noon.—French Mail leaves for Ports of
Call and Europe.
Noon.—Sale of Steamer Minna.

TUESDAY, July 24:—
11 a.m.—Sale of Stock-in-trade, of Mo
Donald's Slip, West Point.

WEDNESDAY, July 25:—
3 p.m.—Meeting of Shareholders of the
H. C. & M. Steamboat Co., Limited,
at No. 50 A, Queen's Road.

THURSDAY, July 26:—
11 a.m.—Sale of American barkentine
Rosina, at Mr. J. M. Armstrong's Sale
Rooms.

FRIDAY, July 27:—
3 p.m.—American Mail leaves for Yoko-
hama and San Francisco.

TUESDAY, July 31:—
3 p.m.—Meeting of Shareholders of the
China Traders Insurance Co., Limited,
at the Head Office, Hongkong.

TUESDAY, August 7:—
8 p.m.—Occidental & Oriental S. S. Co.'s
Steamer leaves for Yokohama and San
Francisco.

MEMOS. FOR TO-MORROW.

Shipping.

Noon.—Douglas leaves for Coast Ports.

Meeting.

9 p.m.—Meeting of Victoria Lodge.

THE HONGKONG DISPENSARY.

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,
FAMILY & DISPENSING CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
IMPORTERS

OR
DRUGGISTS' SUPPLIES, NURSERY REQUI-
SITES, TOILET REQUISITES, ENGLISH,
AMERICAN, AND FRENCH PATENT
MEDICINES.

MANUFACTURERS

OF
Soda Water, Lemonade, Tonic Water,
Gingerade, Potass Water, Sarsaparilla
Water, and other Aerated Waters.

The Manufactory is under direct and
continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced
at 7.30 p.m.

THE CHINA MAIL.

HONGKONG, TUESDAY, JULY 17, 1877.

THE sentence of three months' imprison-
ment with hard labour inflicted at the
Police Court yesterday on the Chinaman
employed at the East Point Sugar
Refinery should be productive of some
good results. Since the Aberdeen Dock
case, Chinese in the employ of Europeans
seem to have become acutely conscious
of the thinness of their spines, when-
ever such knowledge can be turned to
their own advantage. Unless a foreigner
is prepared to have a few apparently
dead or injured "celestials" about his
house, it is really not safe for him to
have any disagreement with his servants.
Only a short time ago a European hap-
pened to displease his "boy" in some
way, when the latter immediately pro-
ceeded to mangle himself with a broken
plate, and to lodge a complaint of assault,
with grievous bodily injury, against his
employer. The case before the Magis-
trate yesterday is a striking exemplifica-
tion of this new line of business, which
may be followed either for the purposes of
"sweet revenge," or self-protection, as an
occasion demands. The foreman saw the
prisoner entering his bedroom by the
window at about 10 o'clock at night. He
called out to him, when prisoner took his
heels, and appears to have safely deposi-
ted himself in the arms of one of the
watchmen. Not satisfied with the aspect
of affairs, however, prisoner then became
seriously ill—so ill, indeed, as to be
unable to speak or move. Had not a
Doctor been speedily on the spot it is
just possible that the *ruin* would have
been successful, but the regularity of the
poor fellow's pulse, the normal tempera-
ture of his body, and the susceptibility
of the pupils of his eyes to light, at once
convinced Dr. Adams, who fortunately
happened to be passing at the moment,
and was called in, that the apparently
lifeless state of the man was a mere
sham. Nothing daunted, however, by his
sudden restoration to life and strength, the
enterprising "celestial" summoned his
imaginary assailant, the foreman, with
a kicking him. It is bad enough, in a
general way, to be made the victim of an
attempted robbery, but when to this is
added an unfounded charge of nearly
killing a man, it seems to us the limit of
human endurance must be pretty well
reached.

It is to be hoped that this case will
afford a slight hint to Mr. Hennessy, as
to the "peculiarities" of the Chinaman.
His Excellency appears so far to have
taken very kindly to our "celestials."

friend—his back is no longer to be
profaned with the lash, while in the
Gaol, Chinamen are, we believe, to be
guarded as much as possible by Chi-
nese, the offensive presence of the "outer
barbarian" being reduced to a minimum.
We must confess that we have no great
opinion of the Chinaman as a gaoler. If
there is any race of human beings
specially ill-adapted for such work, we
should say it is the Chinese. Only yester-
day a couple of lokongs—from whom,
by the way, the Governor intends to
chiefly recruit

In Pickenpack, Thies & Co. He was a fine young fellow and a general favourite. He served with great gallantry through the entire Franco-German war without receiving a wound, and came out here a few years since, only to fill a lot in the Protestant Cemetery. His funeral was the most impressive I have ever seen anywhere. The body was placed in the centre of a boat, draped with the German ensign, and towed slowly down the river. Then came the State barges of the German and British Consulates, with their long arrays of native paddlers on either side. Then the 'Dutch, Italian, &c., following close behind, all with their ensigns half-mast. Then an innumerable number of boats containing friends and acquaintances, all in single line moving slowly down the Chow Fy, the oars moving in mournful cadence, and emblems of mourning being displayed on every side.

There has been so far very little rain, and the weather is unusually hot and the sun is much sickness. The mangoes this year have been very scanty, and nothing like those of the previous seasons. They are quite gone out now, and the market is almost entirely bare of fruit, showing clearly how much the country requires moisture.

SUPREME COURT. IN SUMMARY JURISDICTION. (Before His Honour Mr Justice Snowdon.) 21st June, 1877.

THE LAW OF TENANCY. *Walkinshaw and others v. The Borneo Co., Limited, &c.*

His Lordship now delivered the following judgment:—The plaintiff, the managing partner of Turner & Co., seeks to recover in this action \$540, being the amount of three months' rent for premises at No. 39, Queen's Road, Victoria, lately occupied by the defendants. Up to May, 1875, the defendants had held these premises under a lease from the plaintiff's firm. Negotiations for a continued occupation had been carried on, and on March 6th, 1875, Mr. Ryrie, the then managing partner of Turner & Co., wrote a letter to Mr. Nicolson, the managing partner of the defendants &c. In the following words:—"Hongkong, 6th March, 1875.—My dear Nicolson:—Although your offer of \$180 a month (we paying Taxes) for the premises you now occupy is a very low one, I agree on behalf of my firm to accept it, the term to be one year certain from 1st May next.—Yours truly, F. Ryrie." This is the only agreement of which there is any evidence between the parties. Under this agreement the defendants, at the expiration of their term in April, 1875, remained in occupation until, on January 26th, 1877, they gave the plaintiff's one month's notice to quit at the end of February. On 30th January plaintiff's notice to the defendants claiming three months' notice of their intention to quit. In a letter of the same date Mr. Nicolson writes denying the plaintiff's right to claim three months' notice, and says:—"On the 6th March, 1875, you agreed to a monthly lease, fixed for a term of twelve months which expired on the 30th April last. We are thus monthly tenants, and are therefore not compelled to give you more than one month's notice." &c. I do not find that the plaintiffs controverted this view in any other communication until February 14th. On February 12th the plaintiffs advertised the premises in the *Daily Press*, as follows:—"To let, the premises No. 39, Queen's Road, at present in the occupation of the Borneo Co.—Apply to Turner & Co.—Hongkong, February 7th, 1877." On February 14th, plaintiff's again write to defendants:—"We beg to inform you that you never were monthly tenants, and we claim three months' notice from 1st instant, or three months' rent." I have referred particularly to the correspondence because from it the intention of the litigants must be obtained to enable the Court to interpret the agreement. This letter is dated Feb. 14th; the 1st instant would be March 1st. On what principle consistently, with their present demand of three months' rent ending April 30th, being a quarterly instalment of a yearly rent, this claim is made in the letter of February 14th, I am at a loss to understand. It is for the judge to interpret the written agreement, and I think that there can be no doubt that the premises were let for the term of one year certain at a rent of \$180 per month, and not as contended for by the defendants on a monthly letting for one year certain. Though this may at first sight appear a distinction without the question of holding over, and the nature of the tenancy to be inferred therefrom, comes to be considered. The plaintiffs contend on the other hand that the letting being yearly, a rule well known in English law must prevail, namely that on a holding over by a tenant on the completion of a term he must be considered to continue to occupy as a tenant at sufferance. Then when he had paid rent, or agreed to pay rent at the same rate as during the term, a new tenancy from year to year would be created upon the same conditions and stipulations as those contained in the expired lease or agreement, so far as they were applicable to a yearly tenancy. *Finch v. Miller*, 5 C.B. 428; *Doe and Clarke v. Smaridge* 79 B. 977. Mr. Brereton argued that on this principle the legal possession of the defendants must be held to continue to the end of February, 1876, and that the three months' rent sued for is only a quarterly instalment of the whole year's rent up to that date. But in truth there is no rule of law of the kind, absolute and inflexible. It is a matter of evidence of the intention of the parties—*James v. Shears*, 8 B. 684; *Mayor of Bedford v. Tyler*, 8 B. 687; *Alan Smith's Reading Co. v. Bell*, 2 B. 687; *Doe and Riggs v. Bell*, 2 B. 687. It is an authority that a tenant holding over does not necessarily become a tenant from year to year, unless something occurs to show the existence of such new contract. It is a question of intention to be decided by the jury. Now it is impossible to maintain, as was argued, that the payment of rent every three months was a proof of an intention to renew the tenancy for a year with rent payable quarterly. It was collected quarterly for the convenience of the plaintiffs. The evidence proves that there was no agreement which means no mutual understanding between the parties on the point. The claim set up in the plaintiff's letters of January 30th of 3 months' notice only, and in that of February 14th of 3 months' notice or 3 months' rent from March 1st, 1877, looks very much indeed as if the

contention of the defendants were the true one, and that the plaintiffs contemplated a tenancy from month to month to last for one year, and that they claimed a 3 months' notice on some grounds not in evidence. However, I do not so construe the letter of Mr. Ryrie. I think he intended a tenancy for a year. Now there being no rule of law, and no evidence of a mutual agreement, the inference must be, I think, that at the expiration of the year certain, there was a tenancy at sufferance. The subsequent payment of the rent would convert the holding into whatever tenancy is implied by law, which means really by the custom of the country. In England, as Mr. Brereton pointed out, this would be a tenancy from year to year, especially where a yearly rent is reserved. But even in England this may be controlled by the custom of the country or a county.—*See Cole on Ejectment*, p. 249; *Hutton v. Water*, 1 M. 2 W. p. 466.—provided the custom is not excluded by express terms in the previous agreement. At Hongkong, as abundant evidence shows, the customary holding is monthly, terminable at a month's notice, and the law will imply that such a tenancy arose, there being no evidence of the intention of the parties to throw over the custom and continue a yearly holding (especially as the reservation of rent was monthly though collected quarterly). I think that for these reasons Mr. Johnson's argument must prevail. The fact of the plaintiffs advertising the premises is not alone of much weight. The language is too general; although connecting it with the claim in the letter of Feb. 14th of 3 months' notice from March 1st or 3 months' rent, it strengthens the idea that the plaintiffs considered the defendants monthly tenants under an agreement to give 3 months' notice. The defendants paid into Court one month's rent up to the end of February 1877 on the issuing of the writ, and the plaintiffs might have taken it out in satisfaction and put an end to the action. As however the question submitted to the Court is by no means an easy one, and it is one which for the satisfaction of both sides required a decision of a Court of law, I give a verdict for the plaintiffs for the amount paid in, without costs on either side.

Mr. Brereton appeared for the plaintiffs, and Mr. Johnson for the defendants.

Teen Tak Wing v. Ng Apo, 178.92.—His Lordship delivered judgment in this reheard case which had occupied the last day of the Court for four consecutive days. He reversed the former decision and gave judgment now for the defendant. Mr. Holmes appeared for the plaintiff, and Mr. Dennis for the defendant.

IN ORIGINAL JURISDICTION. (Before His Lordship the Chief Justice, Sir JOHN SMALE, with a Special Jury.) July 17, 1877.

A CLAIM ON A BUILDING CONTRACT. *Tai Afat v. G. U. Sands*, \$1,308.

This was a claim on a contract for the erection of a sea-wall and the reclamation of a piece of land at the defendant's Patent Slip at Belcher's Bay, West Point. The contract sum was \$1,400, and of this sum \$700 had been paid, leaving a balance of \$700, the rest of the claim being made up by a claim for extra work, making in all \$1,308. The defendant contended that the work was badly executed, and was of no use whatever to him, and that the plaintiff was liable to a penalty of \$10 for every day the work had been delayed. There was also a set-off of \$60.97 for stones supplied to the plaintiff.

Mr. Haylar, Q.C., instructed by Mr. Brereton, appeared for the plaintiff, and The Hon. the Attorney General, Mr. George Phillips, instructed by Messrs. Sharp, Toller and Johnson, appeared for the defence.

The following Special Jury was empanelled:—Messrs. A. G. Romano, A. Newton, T. G. Williamson, F. D. Sassoon, W. H. Forbes, Charles Kahn, and E. R. Bellios.

The case for the plaintiff having been brought to a close, the Attorney General addressed the Court on behalf of the defendant. He said the question here was whether the sea-wall was properly built or not. The case for the plaintiff was that the work had been faithfully carried out, but that the design was so faulty that although the wall was properly built, yet it had broken down or rendered useless, the fault was not the contractor's but the designer's for which the plaintiff was not responsible. The case for the defendant was that the wall was improperly built, that its present state was due to defective construction, and that if it had been faithfully built, it would have been standing now, and for many years to come. The work was not done to satisfaction, and the defendant wrote to the contractors stating that the wall required re-pointing and at that time the wall did not show signs of weakness. The re-pointing was not done, the defendant did not pay the balance, and from what he saw afterwards of the ruinous state of the wall, he refused to pay, considering that the plaintiff had received the value of his work by the payment of the first \$700. The defendant declined to pay when it was reported to him by a competent authority that the wall was not properly built. The question was whether the plaintiff had not got the full value for the work he had done; if not, whose fault was it? The fact was the plaintiff really sub-contracted the work to other people and had left the work to the sub-contractors entirely. The sub-contractors were the men Captain Sands frequently saw at the work, and as regards the two men Mr. Bailly and Mr. Edwards, the plaintiff said he had constantly received directions from, one only would be called, the other having left the Colony. The evidence for the defence was that Captain Sands was the only man who gave all the directions. As regards the extra work, it was a mistake made by the contractors themselves and was never discovered until long after the completion of the contract and after litigation had commenced. There was no solicitation by the defendant for the extension of the wall, and he did not care to have it extended any further than the dimensions of the contract. The defendant had no use whatever for the extension, and it was really a mistake of the plaintiff that the wall was extended. As to the pointing in the wall, the object was to keep the stones together and to keep the water out, and although Mr. Danby said it was satisfactorily done, Mr. Alfred, the contractor's own witness, said it was not. Mr. Nicolson was called to report on the work,

and he reported against it; if he had reported in favour of it, the plaintiff would have been paid his money. Capt. Sands was then called and gave evidence supporting the above statement. Finally it was further adjourned till Thursday.

POLICE INTELLIGENCE. (Both Magistrates Sitting.) April 17, 1877.

ASSAULTING POLICE.
Mak Ahim, a tailor, was fined \$2 for assaulting P. C. Y. Mahomed when the latter tried to arrest him at the Recreation Ground for being out without a pass. He was in company with another man on the ground at 11 p.m. and when the policeman wanted to arrest them the other jumped over a wall. The defendant then resisted, and the other man came to his assistance, striking the Constable.

UNLAWFUL POSSESSION.
Lo Kum Fook, a boatman, was fined \$2 for having in his possession a quantity of root used for dyeing, for which he could not account. Fined \$2.

DISEASED MEAT.
Hung Lin Kwai, a coolie, Chow Ayow, a cargo boatman, Lam Ahong and Wong Lin Kat, boatmen, were brought up for having brought into the colony a quantity of diseased meat. P. C. No. 59, John Shaw, stated that he was on duty out of uniform at the wharf near Messrs. Jardine, Matheson & Co's premises, and he saw a cargo boat coming alongside. A strong stench came from the boat and he at once went on board to examine. He saw four quarters of a bullock, which was evidently in a diseased condition, and was stinking and unfit for human food. The 1st defendant claimed the meat to be his. He said the animal became diseased and he slaughtered it at Kow-long-tong, in Chinese territory, and brought it over in the 2nd defendant's boat. The 2nd said his boat was hired by the 1st to convey the meat here; the 3rd and 4th were his employees. Fined, the 1st \$100 or three months' hard labour; the 2nd \$20 or one month's hard labour; the 3rd and 4th were discharged. The Constable was commended for the discretion he showed in this matter.

DISORDERLY.
Lee Ahk, a shop-coolie, was charged with having gone on board the *Macao steamer*, *White Cloud*, from an improper gang-way and assaulting an employe on board. The defendant, instead of going on board by the gang-way on the side of the wharf, went in a boat and tried to get in at a gang-way where a lamp-trimmer was stationed to prevent people from boarding. Fined \$5.

A ROGUE AND VAGABOND.
Foong Afook, a cook, went on the premises of the Government Central School for the purpose of stealing labour. He was sent to three months' hard labour as a rogue and vagabond, and was ordered to be brought up at the expiration of his sentence to be charged with being a person dangerous to the peace and good order of the Colony.

A NOXIOUS TRADE.
Chow Shun Sam, the occupant of house No. 250, Queen's Road Central, again appeared to answer the charge of burning sulphur in the preparation of birds' nests. —Mr. Francis appeared for the defence and cross-examined the complaining Inspector, and in the end he applied for the postponement of the case till the 1st August next, meantime he would undertake that the defendant would not continue the nuisance, but would try to remedy it. Adjourned accordingly.

A WOULD-BE SUICIDE.
Chow Kap who was again brought up for attempting to destroy his own life, was ordered to be handed over to his relatives to be taken care of.

UNLAWFUL POSSESSION.
Pang Ahing, a carpenter, was fined \$5 for having in his possession a sheet of iron, weighing about 100 lbs. stolen from the Spanish man-of-war *Patino*, now undergoing repairs at the Kowloon Docks.

DISORDERLY CONDUCT.
Soo Ahoi and Yeung Wan Shing, boarding house runners, were fined \$2 each for having gone on board the steamer *Thingwila* before she was moored this morning.

EXTORTION BY COLOUR OF OFFICE.
The remanded case in which Chinese Police Constables Low Ahn and Ow Alan were charged with extorting money, namely, 200 cash from Low Ahn, the master of a coolie-house at No. 38, Nullah Street, came on again.

The master of the house said the two prisoners came to the house upstairs and demanded 200 cash. He told them he did not owe any money to them, but they said they had none. He then offered them tea, but they threw down the cups and broke them. The coolies tried to push them out, and the partition got broken, while the complainant's jacket was torn. The first prisoner ran down and then a Sikh Constable came with the first prisoner, who was then taken into custody. After the evidence of the wife and another coolie in the house, who corroborated the above testimony, the case was remanded until to-morrow.

THE STRENGTH OF EUROPE.

Russia, with a population of over 88,000,000 (8,000,000 being Roman Catholic Poles and about the same number Mohammedans), has an army of 1,789,670—the active army consisting of 884,000 infantry, 50,000 cavalry, about 46,000 artillery and 16,000 engineers. The principal arm of the infantry is the Berdan breech-loading rifle, though several other kinds, including muzzle-loaders, are used, the latter being chiefly with the second reserve. The navy consists of 31 ironclads and close on 150 other vessels, mostly steamers. The ironclad fleet carries collectively 184 guns, mostly Krupp steel, varying in weight of metal from 12 to 40 tons; has a tonnage of 80,000 tons, and nearly 10,000 horse power; and includes turret ships, monitors, corvettes and two circular ironclad *poibos*, kias, armored plating of the older vessels does not exceed six inches. The public revenue is about \$325,000,000, while the debt is estimated at \$1,650,000,000. Italy returns a population of 25,000,000, an army of 203,000 on a peace footing, capable of being raised in time of war to 871,800. The navy is made up of 17 ironclads and 60 steamers and sailing vessels, and possesses the only 100-ton gun at present in use. The revenue is something over \$255,000,000, and the debt \$1,650,000,000. Germany, including Alsace-Lorraine, has a population of over 41,000,000, and by her system of universal service can muster an army 1,254,988, made up as follows: Regular army, 598,269; reserve, 280,343, and the garrison army, 378,366. The peace footing is about 395,700, out of which 68,600 are cavalry and 45,500 artillery, with 1134 guns, capable of being increased in war time to 108,400 cavalry, 140,000 artillery and 2238 guns. The navy consists of eight ironclads of the first class and 60 or 70 other vessels. (Baron Henry de Worms puts the German ironclad fleet down at 8 steamers.) France with its population of 36,200,000 returns an army of 1,430,000. This includes the active army and the reserves, but not the territorial army. The first consists of 610,000 at present serving with the colors; to be raised in the event of war to 990,850, the remaining 400,000 being in reserve and at the depots. The territorial army consists of all men from 16 to 45 years of age, and gives a further reserve of about 500,000. At present, according to Baron Henry de Worms, the French navy can muster 83 ironclads and 366 other vessels; if this return is correct, then the ironclad fleet has been doubled within the last five years. The rifle of the French army is the Chassepot, but several other breechloaders are at present being experimented with before a small-arms Committee, with a view to exchange. The revenue very nearly reaches \$500,000,000, while the debt amounts to \$4,550,000,000.

of 28,000,000 (not including the tributary States), an army of 628,736 men, armed chiefly with Snider and Martini-Henry rifles, but possessing a certain number of other kinds, such as the Winchester and Remington. The navy comprises 11 ironclads and 165 other vessels, the majority being steamers. Two of the former are 1000 tons burden, armed with heavy Krupp guns, capable of being fired in every direction; have shell-proof decks, and armor of 12 inches thickness. The lesser vessels are also strongly plated, and carry 12 to 16 guns each, throwing projectiles varying from 150 to 400 pounds in weight. The seamen and marines number about 34,000. The whole being under the command of Augustus Hobart, formerly of the British navy. The revenue is \$95,000,000, while the debt amounts to over \$1,200,000,000.

AUSTRIA, ITALY, GERMANY AND FRANCE.
Austria has a population of 36,000,000, with an army of 964,000, the peace establishment being 250,000 men, armed with the Werndl rifle, while the Remington and a converted rifle resembling the Belgian Braendlin-Albini are found with the reserves. The navy consists of twelve ironclads and about 60 other vessels. The revenue is estimated at \$330,000,000 and the debt \$1,200,000,000.

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ENGLAND'S STRENGTH.
Great Britain and Ireland have a population of 32,500,000, a revenue of \$397,129,100, and a debt of \$3,677,950,000, while the population of the British Empire amounts to 284,590,000, and a revenue and debt of respectively \$752,300,000, and \$4,555,000,000. On paper the military forces are estimated at 655,800, but this is over the mark, as a peculiar system of counting the same class twice is in vogue at the War Office; for instance, some 20,000 men of the militia reserve are counted under that heading and again in the total of the militia. The regulars are put down at 183,000; of this number 63,000 are serving in India, and 21,000 in the colonies. The militia may be safely set down at 12,000, the yeomanry cavalry at 15,000, the army reserve at 40,000, and the volunteers at 160,000 efficient. In the army reserve are counted many crippled pensioners and the whole estimate may be said to be somewhat overdrawn. The army in India consists of about 194,000 men, the proportion being two native to one European soldier. This force is supplemented by an armed native police numbering close on 190,000, and officered by Europeans. There are also numerous European volunteer corps armed with Snider rifles. In the event of war in India the feudatory princes—the chief of whom are the Nizam of Hyderabad, Scindia of Gwalior, Holkar of Indore, Jeyapore, the Rajah of Mysore, Ranbeer Singh of Kashmir and the Gaekwar of Baroda—are bound to furnish a contingent to aid the British arms. The forces of these chiefs may be estimated at 100,000 men, many of them well drilled, armed and equipped in European style; but the question naturally arises in any thinking mind, Can these princes be trusted, and is it not dangerous to allow them so much military liberty? For if war should arise in India, and suspicion, no matter how slight, be attached to any of them, instead of being an aid they would be a hindrance and require a large body of troops simply to watch their proceedings.

THE WAR.—ENGLISH NEUTRALITY. (*Mitchell's Maritime Register*.)

A circular has been issued by the Board of Trade to the various Pilotage Authorities, requesting them to inform the Pilots within their jurisdiction that they are not to pilot ships of war for either belligerent, except in British waters within three miles of the shore, or do more than pilot such ships into or out of British Ports or roadsteads when they are not at the time engaged in hostile operations, but that ships of war in distress may always be piloted out of impending danger, other than the danger of immediate or imminent capture. These instructions are conceived in the spirit of the Royal Proclamation of Neutrality, and are issued with the manifest purpose of preventing the subjects of Her Majesty interfering between the belligerents, so as to give any ground of complaint to either. The urgent necessity there is for a strict adherence to this policy, and the fact which would already any disregard of it, have been already pointed out. Unlike the state of things in previous wars, when England has been neutral, when the dealings with belligerents—in tonnage for the transport of troops, in ships capable of conversion to purposes of war, in materials from which such ships might be constructed without delay, in warlike stores, arms, and ammunition—were left to the chances which might attend such ventures, the chances, namely, of capture and forfeiture, the British ship, owner, in the present war, must not deal with a belligerent in ships or in tonnage for employment in a transport service, and a like interdiction is imposed on the supplies of war material. So resolute are the Government in applying this

provisions of the Foreign Enlistment Act, that a Turkish ironclad contracted for and built in this country before any war was declared cannot now be delivered. The caution relating to the Pilotage of belligerent ships, which has occasioned these remarks, is the latest instance of the anxiety of the Government to show that no efforts on their part shall be wanting to preserve the neutrality of the country during the pending hostilities. In the war between Russia and Austria, and in the Franco-German war, our Pilots were free to take charge of the armed vessels belonging to either belligerent. But times have changed. The violation of neutrality has been found to be a costly, as well as a dangerous, business, and the Legislature a few years since determined to arm the Government of the day, whoever they might be, in the event of war breaking out, with power to compel the observance of strict neutrality on the part of Her Majesty's subjects. We do not object, because the previous gains resulting from running blockades and supplying contraband of war to belligerents, were but a poor set-off against the heavy losses involved in such ventures. It is clear, from the course which both Turks and Russians have pursued since the outbreak of the war, that each belligerent is resolved to prevent, so far as he can do so, any trading whatever with the other. This may arise from strategic reasons, or from the intensely vindictive spirit which mutually animates the combatants; but, from whatever cause arising, the effect is the same so far as neutrals are concerned. There are two ships lying now in Constantinople, having been compelled to land and warehouse their cargoes—general cargoes and ironclads—merchandise—the only excuse for this high-handed treatment being, that the goods were destined to an enemy's Port under blockade, though the goods were shipped before the blockade had sailed from their Port of departure—Liverpool—before the blockade of the Russian Ports had been set up. The piloting of belligerent ships of war is strictly limited, by the instructions just issued, to British waters. Beyond the three-mile limit the Pilot must not give his services. The Russian ships would be the only belligerent vessels likely to make their appearance in these waters, unless, indeed, the Turks might spare a sufficient Naval force—by no means a likely event—to try conclusions with the Russians in the Baltic. The notice is probably issued for the purpose of convincing both belligerents that our Government is resolved not to permit a compromise of our neutrality in any respect.

SOME WAR POETRY ON BOTH SIDES.

FOR THE RUSSIAN.
By A. CLEVELAND COKE, BISHOP OF THE WESTERN DIOCESE OF NEW YORK.

Trump of the Lord—I hear it blow!
Forward the Cross; the world shall know
Jehovah's arm's against the foe.
Down shall the cursed Crescent go!
To arms—to arms!
God will it so.
God help the Russ! God bless the Czar!
Shame on the sword that trade can mar!
Shame on the laggards, faint and far,
That rise not to the holy war!
To arms—to arms!
The Cross our Star.
How long, O Lord!—for Thou art just;
Vengeance in Thine—in Thee we trust;
Wake arm of God, and dash to dust
Those hordes of rapine and of lust.
To arms—to arms!
Wake swords that rust.
Forward the Cross! Break clouds of ire!
Break with the thunder and the fire!
To new Crusades let Faith inspire;
Down with the Crescent to the mire!
To arms—to arms,
To vengeance dire!
—*Buffalo Commercial Advertiser*.

AGAINST BOTH.

By W. A. CROFFUT (A "NEWSPAPER HERETIC.")
Thou man of God, who thus implore
Thy brother's sacred blood to pour
In hateful tides of turbid gore
From Dardanelles to Danube's shore
Be still—be still!
Blasphemy no more!
God help the babes! God bless the wives!
Shame on the priests that whet the knives!
Shame on the Church whose altar thrives
By wrecking peaceful peasants' lives!
Be still—be still!
'Tis Hell that drives!
How long, O Lord, before thy shrine
Shall men pray, "Vengeance, God, is thine,"
Then worship Moloch as divine,
And drink the battle's bloody wine?
Be still—be still!
O heart of mine!
Come, Holy Peace! May Muscovite
And Moslem end their wretched fight;
Women with songs shall hail the light,
And children flock with flags of white—
Be still—be still!
O sacred light!
—*New York Graphic*.

"NAVAL RESERVES" IN CASE OF WAR.

The British Government is not likely to suffer for want of good will to help should the difficulties of the Eastern problem yet impose on England the necessity of joining in the war. A Canadian officer has offered to form and bring over a volunteer corps, to join which he had had proposals from gentlemen in all parts of the Dominion; and for this ready offer, which, if it does no more, shows plenty of good will, the Government have returned thanks. A better offer, and one more likely to be turned to good account on any change in the present attitude of neutrality, is that indirectly made to the Government by the Peninsular and Oriental Steam Navigation Company. Mr. W. de Salis presided on June 5 at the half-yearly meeting of the company, and in noticing the launch of the *Kaiser-i-Hind*, the largest ship the company has ever possessed, he made some very appropriate remarks respecting the possession of the Government fleet in the East is such a fleet as that of the company. The fleet of the company, he said, constituted no inconsiderable portion of the naval reserve of the country. It was maintained without cost to the State, and was always available at a moment's notice—a fact which, he said, in times of peace was too apt to be forgotten. The fleet of this great company, and of other steamship companies world, without doubt, form an enormous addition to the strength of the navy, and would be at the service of

the Government on any outbreak of hostilities. "The Admiralty," said Mr. de Salis, giving a graphic picture of the fleet of his company scattered over the Eastern seas, "had but to touch the wires, when, from every port in the East, where England had an arsenal—from Malta, from Bombay from Calcutta, from Hong Kong, from Melbourne, and from Sydney—the company's ships, at the shortest notice, could issue armed, or as transports, to rank themselves under the orders of Her Majesty's Government." Then there would be also, in the same region—and particularly for service in the Persian Gulf—the fleet of the British India Steam Navigation Company, the combined fleets forming a magnificent auxiliary of which any Government might be proud. Mr. de Salis was fully warranted in referring to the aid which his Company had given the Government in the Crimean war, in the Indian mutiny, and in the Abyssinian expedition; and he spoke confidently of readiness to place the fleet again at the service of the Government.

EXPERIMENTS WITH TORPEDOES.

On June 5, a series of torpedo experiments intended to show the application of torpedoes to defensive purposes, was given by Captain Arthur and the officers of the Naval Torpedo School, in Portchester Creek, Portsmouth Harbour, in the presence of a large and fashionable gathering, including Admiral Sir George Kilpatrick, Naval Commander-in-Chief, and Rear-Admiral the Hon. F. A. Foley, Superintendent of Portsmouth Dockyard. First, a steam plunger, electrically steered dropped a countermine, exploded by means of a slow fuse, which experiment was to illustrate the ease with which an enemy's mines could be destroyed, a countermine containing 500 lbs. of gunpowder being calculated to explode all torpedoes within a radius of 120 yards. Twelve of these were dropped the other day at Spithead in six minutes. Then a hand charge in a cask was exploded; the disc, composed of gun cotton, weighing eight ounces. It is thrown at a vessel and fired by a process similar to that of a pistol. Another experiment was with a gun cotton in a net. A charge of 15 lbs. was hauled away by the aid of ropes and fired with a detonator, the explosion sending up a tremendous volume of water to a considerable height. Afterwards a drifting countermine was dropped and exploded, the charge being 300 lbs. of gunpowder. This countermine has to be taken by wind and tide into an enemy's torpedoes. It was dropped from two barrels used for floating powder. The fall of the countermine was indicated by a slight explosion, and the destruction it would work amongst mines was demonstrated by the height to which a large mass of water was driven by its firing. With 24 lbs. of gun cotton a chain cable of nearly 2 in. in thickness was subsequently broken—this experiment being an exemplification of the destructive power of this explosive material. It is computed that more than 100 lbs. of gunpowder would not have effected the same result. The next experiment was with two outriggers with charges of 100 lbs. of gunpowder. They were fired from beneath a rifle-proof steel shield. The explosion was terrific, although each torpedo was fired separately. The power of the charge may be increased to 35 lbs. of gun cotton, which would destroy any ship with which it came in contact. Four mines of 300 lbs. each, with circuit closers, were fired in succession by the striking against them of a steam launch, the bumping influence affecting their mechanical arrangements so as to complete the electric circuit. The experiments, which were regarded throughout as most successful, concluded with the simultaneous explosion of a line of twelve countermines.

Quotations.

HONGKONG, July 17, 1877.	
OPIMUM.—New Patna, cash...	\$565 credit,
" Old Patna, cash...	560 credit,
" New Benares, cash...	567½ credit,
" Old Benares, cash...	550 credit,
" New Malwa, cash...	575 credit,
" Old Malwa, cash...	580 credit,
" Allowance Tael, 24 & 43	—
" Allowance Tael, —	—

CAMPOR,	18.00 & 18.25
QUICKSILVER,	60.80 & 61.50
SALTPETRE,	7.00 & 7.65

Exchange.

Bank, on demand,	4/—
" 30 days' sight,	4/04
" 6 months' sight,	4/01
Credit,	4/1
Documentary, 6 months' sight,	4/1
Bombay, demand Rupee,	230½
Calcutta,	230½
Shanghai, demand,	74
" 30 days' sight,	75
Bar Silver, 17, dwts. 2,	8 prem.
Mexican,	15.70
Gold Leaf,	250
English Sovereigns,	4.85
Australian Sovereigns,	4.85
Discount,	9 & 10

Sharon.

Hongkong Bank, 88 % prem.	
Union Ins. Society of Canton, 47½	
China Traders' Ins. Co., \$2,700	
Chinese Insurance Co., \$243	
Yongtze Ins. Association, Tls. 750	
North China Ins. Co., Tls. 860	
R.K. Fire Ins. Co., \$582½	
China Fire Ins. Co., \$150	
R.K. & W. Dock Co., 2½ % dis.	
R.K. & W. Boat Co., 1 % dis.	
Shanghai Steam Navigation, Tls. 30	
Hongkong Hotel Co., \$90	
Chinese Imperial Loan, £103	

Temperature.

(Taken at Messrs. Patterson & Co.'s Premises, Queen's Road.)

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THE CHINA MAIL.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the Harbour C. Shipping or midway between each shore are marked a., in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
 2. From Gas Works to the Novelty Iron Works.
 3. From Novelty Iron Works to the Harbour Master's Office.
 4. From Harbour Master's Office to the P. and O. Co.'s Office.
 5. From P. and O. Co.'s Office to Poddar's Wharf.
 6. From Poddar's Wharf to the Naval Yard.
 7. From Naval Yard to the Pier.
 8. From Pier to East Point.

Vessel's Name.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers						
Adria	Brit. str.	781	July 15	P. & O. S. N. Co.	Cooktown	To-morrow
Ambros	Brit. str.	973	July 10	A. McG. Heaton	Coast Ports	MoD. 5 Ship
Charlton	Brit. str.	786	July 10	Hop Kee	Manila	K'long Dock
Douglas	Brit. str.	864	July 14	Douglas Laprak & Co.	Swatow and Amoy	To-day
Emery	Span. str.	222	June 3	Remedios & Co.	Y'ham & San F'eloso	To-day
Emerald	Brit. str.	395	July 18	A. McG. Heaton		
Emerald	Brit. str.	533	July 11	Butterfield & Swire		
Emerald	Brit. str.	1718	July 10	O. & S. S. Co.		
Emerald	Brit. str.	1688	July 17	Adamson, Bell & Co.		
Emerald	Brit. str.	1146	July 18	H. Kier & Co.		
Emerald	Brit. str.	781	July 15	Stamson & Co.		
Emerald	Brit. str.	1650	July 15	Butterfield & Swire		
Emerald	Brit. str.	834	July 13	Fuen Fat Hong		
Emerald	Brit. str.	1877	July 17	Landstein & Co.		
Emerald	Brit. str.	786	July 17	Stamson & Co.		
Emerald	Brit. str.	834	June 4	Hok Moh Leong		
Emerald	Brit. str.	783	June 28	Stamson & Co.		
Emerald	Brit. str.	286	July 14	Kwong Lee Yuen & Co.		
Sailing Vessels						
A. S. Davis	Amer. sh.	1399	June 19	Douglas Laprak & Co.	Yokohama	
Alphington	Brit. bge.	826	July 8	Wheeler & Co.		
Angustura	Ger. bge.	418	July 7	Carlowitz & Co.		
Angustura	Brit. bge.	752	July 5	Order		
Angustura	Amer. sm. sh.	465	July 6	Douglas Laprak & Co.		
Angustura	Brit. bge.	1031	July 13	Melchers & Co.		
Angustura	Feb. bge.	860	July 6	Carlowitz & Co.		
Angustura	Brit. bge.	482	July 6	Order		
Angustura	Brit. bge.	812	June 24	Vogel, Hagedorn & Co.	Shanghai	Cleared
Angustura	Brit. bge.	970	July 2	Meyer & Co.		
Angustura	Brit. bge.	668	June 23	Landstein & Co.		
Angustura	Ital. bge.	1105	July 12	P. & O. S. N. Co.		
Angustura	Ital. bge.	781	July 6	Order		
Angustura	Siam. sh.	779	June 23	Chinese		
Angustura	Ger. bg.	215	July 6	Arnold, Karberg & Co.	Tientsin	
Angustura	Ger. bge.	420	July 6	Wheeler & Co.		
Angustura	Siam. sh.	482	July 8	Stamson & Co.		
Angustura	Siam. sh.	698	July 13	Melchers & Co.		
Angustura	Brit. sh.	777	July 5	Olyphant & Co.	Bangkok	Wanchai Pier
Angustura	Amer. bge.	954	June 13	Meyer & Co.		
Angustura	Brit. bge.	627	July 8	Adamson, Bell & Co.		
Angustura	Brit. bge.	670	July 6	Landstein & Co.		
Angustura	Brit. bge.	496	July 7	Arnold, Karberg & Co.		
Angustura	Amer. bge.	686	July 7	Wm. Pustau & Co.		
Angustura	Amer. bge.	571	June 29	Wheeler & Co.		
Angustura	Ger. bge.	623	July 17	Order		
Angustura	Siam. sh.	300	July 11	Chinese		
Angustura	Brit. bge.	915	May 29	Russell & Co.	San Francisco	
Angustura	Siam. bge.	447	July 8	Chinese		
Angustura	Amer. bge.	1082	July 1	Meyer & Co.		
Angustura	Brit. bge.	471	July 5	Russell & Co.		
Angustura	Siam. bge.	530	July 4	Chinese		
Angustura	Amer. sh.	1200	July 6	Meyer & Co.		
Angustura	Brit. bge.	698	July 1	Borneo Co., Limited	San Francisco	
Angustura	Brit. sh.	1068	May 24	Vogel, Hagedorn & Co.		
Angustura	Ger. sh.	382	July 6	Wheeler & Co.		
Angustura	Brit. sh.	1289	April 28	Vogel, Hagedorn & Co.		
Angustura	Amer. sh.	1352	May 13	Vogel, Hagedorn & Co.		
Angustura	Brit. sh.	820	July 5	Arnold, Karberg & Co.		
Angustura	Ger. bge.	882	July 11	Stamson & Co.		
Angustura	Amer. bge.	710	July 2	Order		
Angustura	Russ. sh.	1365	July 6	Deetjen & Co.		
Angustura	Ger. sh.	768	July 7	Melchers & Co.		
Angustura	Norw. sh.	885	July 11	Order		
Angustura	Brit. sh.	765	July 30	Mayer & Co.		
Angustura	Amer. sh.	1298	June 13	Insurance Co.		
Angustura	Brit. sh.	847	July 1	Edvard Schellhaus & Co.	Haiphong	To-day
Angustura	Ger. sh.	245	July 1	Landstein & Co.		
Angustura	Brit. sh.	674	July 12	Vogel, Hagedorn & Co.		
Angustura	Amer. sh.	1198	June 22	Melchers & Co.		
Angustura	Ger. bge.	330	July 1	Captain		
Angustura	Amer. bge.	404	July 5	Messageries Maritimes		
Angustura	Amer. sh.	1800	July 16	Chinese		
Angustura	Siam. sh.	711	July 16	Chinese		
Angustura	Feb. bge.	486	July 12	Carlowitz & Co.		
Angustura	Span. sh.	203	July 3	Remedios & Co.		
Angustura	Brit. bge.	464	July 12	Adamson, Bell & Co.		
Angustura	Brit. bge.	521	July 1	Melchers & Co.		
Angustura	Ger. sh.	985	June 16	Meyer & Co.		
Angustura	Brit. bge.	568	June 9	Vogel, Hagedorn & Co.		
Angustura	Brit. bge.	290	July 10	Rozario & Co.		
Angustura	Amer. sh.	406	Feb. 28	Arnold, Karberg & Co.		
Angustura	Siam. sh.	540	June 26	Chinese		
Angustura	Amer. sh.	1043	July 17	P. & O. S. N. Co.		
Angustura	Feb. bge.	298	July 12	Carlowitz & Co.		
Angustura	Brit. bge.	576	June 16	Borneo Company, Limited		
Angustura	Brit. sh.	662	July 7	China Chon Wing		
Angustura	Brit. sh.	839	July 16	Chinese		
Angustura	Brit. sh.	1068	July 12	Messageries Maritimes		
Angustura	Ger. bge.	300	July 12	Stamson & Co.		
Angustura	Ger. bge.	450	July 12	Stamson & Co.		
Angustura	Siam. bge.	474	July 5	Arnold, Karberg & Co.		
Angustura	Ger. bge.	809	July 2	Douglas Laprak & Co.		
Angustura	Amer. sh.	761	July 16	Kin-yee-long		
WHAMPOA						
Bombay	Smith	Brit. str.	749	May 9	P. & O. S. N. Co.	Tientsin
Pelto	Christiansen	Ger. bge.	250	July 11	Arnold, Karberg & Co.	
Pelto	Grafo	Ger. bge.	239	July 9	Stamson & Co.	
CANTON						
China	Ackermann	Ger. str.	648	July 15	Stamson & Co.	Shanghai
Fuyow	Croad	Chl. str.	920	July 13	O. M. S. N. Co.	

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor- age.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Hart	6 h	British	gun vessel	468	4	120	May 6	H. N. Hood
Lai Tsu	2 c	Annamite	gunboat	1200	4	.....	June 9	M. Louvre
Moonee	6 k	British	military hospital	2691	4	.....	.....	.....
Moorehead	6 h	British	gunboat	420	4	60	May 28	John Hope
Patino	K. D.	Spanish	transport	1200	.....	.....	Feb. 23	Rapelle
Tobing Taling	6 h	Chinese	gunboat	180	6	60	July 14	Bennard
Victor Emanuel	6 o	British	Commodore's flagship	3087	14	.....	.....	Commodore Watson

HONGKONG, MACAO AND CANTON RIVER STEAMERS.

Name.	Tons.	Captain.	Owners.	Name.	Tons.	Guns.	H. P.	Commander.
Fame	117	Stopani	H. & W'pos Dock Co.	An-lan	221	7	70	J. Godall
Fai Wan	.....	.....	Capt. Sands	Chen-jul	80	5	20	E. F. Collins
Ishang	700	Martin	Butterfield & Swire	Chen-to	221	7	70	Stewart
Kin Shan	457	Cary	H. & C. M. S.-boat Co.	Ching-on	120	3	40	Chinese Admiral
Kin Kiang	617	Benning, T.	H. & C. M. S.-boat Co.	Ching-po	180	6	50	C. De Longueville
Lintin	89	.....	Kwok Achong	Chun-tung	180	2	40	Sak Commissioners
Powan	1890	.....	H. & C. M. S.-boat Co.	Li-shu	80	4	20	McLellan
Sunda	87	.....	H. & C. M. S.-boat Co.	Peng-chou-hai	600	4	120	A. Fry
Sir J. Jeebhoy	184	.....	H. & C. M. S.-boat Co.	Quang-on	120	4	40	Li Ping Tye
Spark	140	Hoyland	H. & C. M. S.-boat Co.	Sben-shi	180	5	60	H. Wade
White Cloud	280	Benning, A.	H. & C. M. S.-boat Co.	Sut-tung	180	4	60	J. Calder
Yotal	180	Brown	Kwok Achong	Tsing-tung	180	6	40	Bennard
				Tsing-po	100	8	40	Ching

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Mails.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILIA, PORT SAID, NAPLES, AND MARSEILLES; PONDICHERRY, MADRAS, CALCUTTA AND BOMBAY.

ON SATURDAY, the 21st July, 1877, at Noon, the Company's S. S. ANADYR, Commandant MOREAU, with MAILES, PASSENGERS, SPORE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe. Cargo will be received on board until 4 p.m., Specie and Passes until 3 p.m. on the 20th July, 1877. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office. H. DU POUY, Agent. jyl

Hongkong, July 10, 1877.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CITY OF PEKING will be despatched for San Francisco, via Yokohama, on FRIDAY, the 27th Instant, 1877, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Passengers Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bishi S. S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m., 26th Instant. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For security's sake, Shippers of Overland Cargo are requested to endorse on the Envelope the Marks and Nos. of Packages Shipped, to correspond with those in their Bills of Lading.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 9, Praya Central.

RUSSELL & Co., Agents. jyl

Hongkong, July 12, 1877.

Intimations.

A THOROUGH CORRESPONDENT AND ARITHMETICIAN Desires an ENGAGEMENT. "Activity," care of this Office. Hongkong, May 26, 1877.

AH YON, SHIPS' COMPRADORE AND STEVEDORE, No. 57, Praya Wan.

SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES

Of the best quality and at the shortest notice. Hongkong, May 1, 1876.

Now Ready.

"THE CHINA REVIEW," No. 6, Vol. V.

Annual Subscription, Six Dollars and a Half.

CONTENTS.

Review of a Chinese Manuscript New Testament.

A Legend of the T'ang Dynasty. Ethnological Sketches from the Dawn of History.

Brief Sketches from the Life of K'ung-t'ung. (Continued from page 219.)

The Tang Hou Chi, A Modern Chinese Novel.

Ancient Peking. Notes on Chinese Grammar (Continued from page 226.)

Short Notices of New Books and Literary Intelligence.

Colloquial Bibliographical. Notes and Queries—Inheritance and "Patris Potestas" in China.

Tonic Sol-fa Notation in Chinese, Chinese Novels. A Difficult Character. Chinese Old-world Enamel. Russian Sinologists.

The Eight Genii. The Flech of Hare. Seeds of Sorghum. Aniseed Oil and Sandalwood. Errata.

Books Wanted, Exchanges, &c.

China Mail Office, Hongkong, July 7, 1877.

Insurances.

THE CHINA FIRE INSURANCE COMPANY, LIMITED. HEAD OFFICE—HONGKONG.

AGENTS at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang. Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE, Secretary. Hongkong, November 1, 1871.

LANCASHIRE INSURANCE COMPANY. (FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Underigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coals in Matched, on Goods on board Vessels and on Halls of Vessels in Harbour, at the usual Terms and Conditions. Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNHOLD, KARBERG & Co. Agents Hongkong & Canton.

Hongkong, January 4, 1867.

ROYAL INSURANCE COMPANY.

THE Underigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELOCHERS & Co., Agents, Royal Insurance Company.

CHINESE INSURANCE COMPANY. (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premiums contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co., General Agents.

Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE COMPANY.

THE Underigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co., Agents.

Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Underigned, AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CH